Palmetto AVIATION

VOLUME 35, NUMBER 2 Published by the South Carolina Aeronautics Commission FEBRUARY, 1983

F-16 "Fighting Falcon"

S.C. Aerial Applicators to meet Feb. 17-19

The South Carolina Agricultural Aviation Association (SCAAA) will hold its annual convention and ag pilot refresher course Feb. 17-19 at the Holiday Inn in Santee.

Registration will begin at 10 a.m. Feb. 17. The Clemson University Refresher course, conducted by Dr. Ben Kissam and Dr. Mac Horton, will begin at 1 p.m. Pilots who plan to work in South Carolina This year must attend this course. Certificates will be given upon completion.

President Robert W. Merck of Bishopville, has invited former National Agricultural Aviation Association president Roy Woods to attend the meeting.

The refresher course will continue Friday morning, Feb. 18, followed by a business luncheon.

During the meeting, activities have been planned for the wives that come with their husbands. Mrs. Dabney Roberts, president of the Ladies' Association, has a fine program planned for the ladies all day Friday.

Friday evening, the convention banquet will be held beginning at 7:30 p.m.

Conference registration is $25 which includes the luncheon, the banquet and two cocktail parties.

The Holiday Inn is close to the Santee airport and those wishing to fly may find it convenient to do so. Also, exhibit aircraft can be flown to the airport and will be taxied to the motel parking lot for the exhibit. Vance VOR (110.4) is at the field. ✈

ANG to get first F-16s next month

By Fred Monk

Imagine an aircraft that can break ground in 1500 feet and by the time it gets to the other end of the runway be at 30,000 feet. That dream is the F-16 Fighting Falcon.

"If you had 100 fighter pilots in front of all the planes in the world, 99 would choose the F-16," explained Capt. John Bellinger, a SCANG pilot.

The SCANG will be the first Air Guard or Reserve unit in the nation to be assigned the ultra-modern supersonic jet. The first two F-16s are scheduled to arrive at McEntire ANG Base in March 1983.

By Dec. 83 the SCANG will be assigned 24 F-16s, called the Fighting Falcon, and the assignment will mean an additonal $2 million in modernization of McEntire facilities and new construction over the next several years.

Sen. Strom Thurmond at a press conference in Columbia said the advanced computerized jets are coming to South Carolina because the SCANG has impressed Air Force officials "as the best in the country."

The Fighting Falcon, which is made by General Dynamics at a cost of $9.5 million each, can fly at twice the speed of sound, carries a payload of 20,450 pounds of air-to-air and air-to-surface missles and "smart" missles, has a combat range of more than 700 miles and has a "fly-by-wire" flight control system. It can mauever at nine

continued, page 5

PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

Offices at Columbia Metropolitan Airport
Mailing Address
P.O. Drawer 1987
Columbia, S.C. 29202
Phone: 803 758-8037

Letters to the Editor

Auto fuel information disappoints reader

Dear Sir:

I've enjoyed your pubication for several years but was disappointed in the article concerning the use of auto fuel in both the December and January issues. The attached information from the Experimental Aircraft Association (EAA) chapter bulletin of November, 1982 covers the subject completely, I believe.

B.S. Benjamin
Spartanburg

Thanks, Mr. Benjamin, for taking the time to send this information along. We'll reprint it here for the enlightment of others who may have questions about the use of auto fuel in Cessna 150 aircraft.
Ed.

★ ★ ★

UNLEADED AUTOMOBILE GASOLINE APPROVED FOR USE IN AIRCRAFT: Federal Aviation Administrator, J. Lynn Helms, presented two Supplemental Type Certificates to EAA President, Paul H. Poberezny, on August 5, 1982 at the EAA International Fly-In Convention in Oshkosh. These Supplemental Type Certificates (STC's) constitute FAA's approval of the use of unleaded automobile fuel in Cessna 150 aircraft equipped with TCM 0-200 and 0-200-A engines. The STC's are a direct result of the EAA Aviation Foundation's Flight Research Program. EAA has been attempting to obtain federal approval for the use of unleaded auto fuel in aircraft for six years. In the latest research program and engineering flight tests, a Cessna 150 owned by the EAA Aviation Foundation was flown for approximately 750 hours while powered by unleaded auto gasoline.

CONDITIONS: The STC's approve the use of unleaded automobile gasoline in Cessna 150 series aircraft equipped with TCM 0-200 and 0-200-A engines under the following conditions: 1) The gasoline must conform to ASTM SPECIFICATION D-439. Most state laws require automobile fuel to conform to this specification. However, in all areas it is the responsibility of the pilot to insure that the unleaded auto fuel with which he services his plane does meet the specification. 2) The engine ground idle speed must be set to 700 rpm, minimum.

LIMITATIONS: The unleaded automobile fuel is fully approved for FAR Part 91 General Operations and FAR Part 141 operations (Pilot Schools), and, of course, your ordinary personal use for business and recreational flying.

Operations under FAR Part 121 (Airlines) and FAR Part 135 (Air Taxi) are **not approved.**

MIXED FUELS: Aviation and unleaded auto fuel may be mixed. When they are mixed the resulting fuel is considered to be automotive fuel and is subject to the previous limitations.

PLACARDS AND MANUAL SUPPLEMENT: In order to legally use unleaded auto fuel, placards (available from EAA) must be placed at the fuel tank inlets and an approved flight manual supplement (available from EAA) must be carried in the aircraft at all times. In addition, the aircraft must be inspected and a log book entry made by an IA mechanic.

MODIFICATIONS: Except for the required placard, and an increased minimum engine idle speed, no design changes or modifications are necessary to the airframe engine of the aircraft.

No new bonds okayed except in emergency

The S.C. Aeronautics Commission has been advised by the Budget and Control Board that no new capital improvement bond authorizations should be expected in 1983 unless "emergency circumstances are established . . . "

In a letter to Commission director John W. Hamilton, the board said it took that position because, "of the weak condition of the economy generally and its negative impact on general fund revenues," and "Because debt service costs are reaching the limit established by the Constitution and by statute and because of the still relatively high cost of borrowing."✈

Bomb groups set reunion this summer

They said the B-24 Liberator Bomber was a flying coffin, that it had a glide angle of a brick, and that it was the ugliest plane in the skies over Europe during WWII, but don't tell the boys of the 461st and 484th Bomb Groups, who will meet in reunion June 3-5, 1983, in Williamsburg, Virginia.

And don't tell them about the glorious B-17, the other heavy bomber of WWII, unless you want a black eye, because in spite of its ugly duckling legend, the old girl made it back to base time and time again with half the tail shot away, or with the fuselage blown apart by a German 88 shell. Some crews became downright affectionate with their flat sided babies as no other WWII aircraft offered so much skin for the scantily clad nudes that adorned many of their aircraft.

All personnel based at Torretta, Italy, are urged to contact Bud Markel, 1122 Ysabel St., Redondo Beach, California 90277, Phone (213) 316-3330, or Frank O'Bannon, 137 Via La Soledad, Redondo Beach, California 90277, Phone (213) 375-1747, for information.✈

Air smuggling increasing in state SLED says

SLED Lt. Steve Smith told the South Carolina Aeronautics Commission that air smugglng of narcotics — particularly cocaine — is on the increase in South Carolina.

"We're seeing a greater influx of aircraft and a tremendous increase in cocaine activity," Smith told the Commission.

Smith said smugglers are going back to smaller, quicker aircraft rather than the larger DC-3's and 4's favored in the past.

On Dec. 20, state and federal officials seized 955 pounds of cocaine at Sumter Municipal Airport, the third largest seizure in U.S. history. The white powder, packed in 20 duffle bags, had been flown in aboard a twin-engine Cessna 404.

Smith said such activity is likely to continue since it is enormously profitable if smugglers don't get caught. All the largest cocaine seizures, including the Sumter bust, were made in 1982, he said.

SLED and the South Carolina Aeronautics Commission would like your help in reporting the attempted transport of illegal drugs by aircraft. Look for the following signs. If you think an aircraft is involved in smuggling, call SLED at 758-2461 or the Aeronautics Commission at 758-2766.

1. Passenger seats removed from airplane
2. Installation of long range fuel tanks or portable gas tanks
3. Fuel containers inside aircraft, or the purchase of aviation fuel in portable containers
4. Numerous cardboard boxes, plastic bags, burlap bales, etc. inside aircraft
5. Maps and charts of foreign countries especially South America, Mexico or Caribbean areas
6. Pilot reluctance to discuss destination or point of origin or show personal identification
7. Large cash payments for fuel, services or aircraft sales
8. Pilot or passenger reluctance to leave airplane
9. Special efforts by pilot or passenger to prevent aircraft inspection
10. Altered registration numbers
11. Evidence of landings on unimproved field, mud, grass stains, pitted props, etc.
12. Arrival extremely low on fuel
13. Unusual odors about aircraft
14. Large, low-flying aircraft, especially if dropping bundles
15. Strange vehicles on or near airports, such as enclosed trucks, pickups with campers covers, vans, motor homes, etc.
16. Aircraft windows covered
17. Aircraft flying at night without navigation lights
18. Returning rental aircraft in which the pilot claims to have lost the gas receipts or fails to produce sufficient gas receipts to account for the amount of elapsed flying time indicated
19. Persons who, on aircraft rental applications, list themselves as being self-employed and operating out of their residences
20. Renting unusual aircraft for purported use (i.e. renting a Cessna 206 and stating reason is a pleasure flight around area)
21. Aircraft parked at a remote part of the landing field

Baylor University math professor, sees alcohol as fuel of the future

Dr. Max Shauck, a Baylor University math professor, visited South Carolina last month, but he didn't have a lot of time for sightseeing — he was busy trying to locate fuel for his aircraft.

Dr. Shauck's Decathlon doesn't run on avgas but uses alcohol or, more specifically, ethanol. Since last summer, he has been flying around the country to demonstrate the reliability of the fuel for long-distance flying.

stopped in Aiken

Shauck landed in Aiken Jan. 1 looking for fuel but was unable to find any. He departed for Florence but, because of low fuel, deterioating weather and on coming night, he landed at Camden. He had the fuel trucked over from Florence and was able to depart for Washington, D.C. Jan. 3.

Shauck left Waco, Tex. Dec. 19 and flew to California before coming to the East Coast.

To date, he has logged more than 150 hours in the aircraft with no major problems. In fact, he said, the biggest drawback to cross country flying has been limited access to fuel.

easy to make

"I'd like to see alcohol readily available at all major airports," he said. "Since alcohol is easily and inexpensively produced, a processing plant might be established right at these airports."

Dr. Shauck developed a concern about the need to discover new sources of aviation fuel during the energy crisis of the 1970's and began to work closely with other researchers and aviators with similar concerns.

Out of their research, the Baylor Institute for Environmental Studies developed the prototype for a production unit to produce 180 to 200 proof denatured alcohol (ethanol) from urban wastes or farm products.

The prototype led to the development of an independently operated ethanol corporation, Alternative Fuel Supply Research Corp of Waco. The firm produces ethanol from candy bar wastes supplied by Waco's M&M-Mars candy factory. Shauck said the engine exhaust from the fuel smells just like a chocolate bar.

flys Decathlon

The airplane is a modified aerobatic Bellanca Decathlon with a 150 hp, fuel injected, four-cylinder engine with inverted fuel and oil system. It is owned by C. Gus Glasscock, a Texas oil man and Baylor benefactor who has underwritten much of Shauck's research.

To burn ethanol the fuel injection unit was set for a fuel/air ratio of .16 and timing on the engine was advanced to 30 degrees before top dead center. To facilitate starting, an auxiliary gasoline tank holding about 1.5 gallons was installed. However, the airplane now starts on alcohol, Shauck said.

Engine performance, recorded by a Fluke data logger, is as follows: At 10,000 ft. MSL, manifold pressure of 18 inches and 2500 RPM, fuel flow is 10 gallons per hour at 8.5:1 compression ratio. True airspeed is 100 mph. The average exhaust gas temperature is 680 degrees C and the average cylinder head temperature is 160 degrees C.

no wear seen

Shauck said periodic checks has been made of the oil screen with no indication of unusual wear. Compression checks have been carried out at approximately 10 hour intervals with all cylinders maintaining approximately the same compression as when the aircraft was flown on gasoline. These were all in the 70/80 range.

"The flying results with ethanol are simply great," Dr. Shauck said. He explained the ethanol has a different BTU content from petroleum fuel, with a little less energy per volume. But, since it burns cooler it has a greater efficiency.

"We're actually using slightly more fuel per hour, at considerably less cost," he said.

cheaper than gas

The fuel costs $1.30 a gallon when purchased from the local manufacturer in Waco. But that price is considerably less than the $2 a gallon for petroleum based fuel, Dr. Shauck said.

Since ethanol is easy to manufacture, a private maker using solar energy to power the unit could cut costs to 80 cents a gallon, he said. That amount includes raw materials for manufacture — whether candy bars or any home grown grain product.

Since ethanol can be manufactured from either urban waste or agricultural grain products, using solar power to drive the production unit, there is no likelihood of ever running out of fuel, he said.

"That's the really good news coming out of our project."✈

Aircraft Owner Liability under South Carolina Law

By Henry M. Burwell

An aircraft owner or aircraft lessee may be held absolutely liable for injury or damage to persons or property on the ground which is caused by the operation of the aircraft overhead (South Carolina Code Section 55-3-60). Liability under this statute is imposed irrespective of owner or lessee negligence or intent *(Long v. United States*, 241F. Supp. 286 (WD SC1965). However, the operator (pilot) may be held liable to the injured party on the ground only for his negligence (S.C. Code S55-3-60). The potential liability of the operator to the owner or lessee is not governed by this section.

However, a non-paying guest who is injured as to his person or property while being transported in an aircraft shall have an actionable claim against the owner or operator only for such damage or injury which can be shown to have resulted from intentional acts or recklessness of the owner or operator (S.C. Code S-55-1-10). This standard of liability does not apply to public carriers which are responsible for any injuries sustained by a passenger (S.C. Code S-55-1-20).

Paying passengers who are not transported by public carriers are afforded the same rights of owners and operators injured by in-flight or ground collision. Under such circumstances, the liability of an owner to another owner, operator or paying passenger is determined by the law of torts on land (S.C. Code S55-3-70). Where such an accident occurs within South Carolina, the common law of negligence may apply. Accidents which occur beyond state jurisdiction will involve other state statutes and possibly federal law.✈

Walter Carson named counselor for ballooning

Walter Carson, vice president of the S.C. Sport Balloon Association, has been named South Carolina's first Accident Prevention Counselor for hot air ballooning.

Carson was named by John Cureton, manager of the Columbia Flight Standards District Office of the FAA. Carson will promote balloon safety through presentations, distribution of literature and personal consultations. He will also act as an interface between the FAA and Palmetto State balloonists.

Carson, 28, is a commercial balloon pilot with four years experience. He also holds private single engine land and sea airplane ratings and is a basic ground instructor. ✈

Precision flight team meet set Mar. 26

Local competition to select pilots for the United States Precision Flight Team will be held in Greenville March 26.

Winners in the local competition will go on to a regional meet in April at Jekyl Island, Ga. Winners of the regionals will compete in a national contest June 3,4 and 5 in Carbondale, Ill. The top four winners of the nationals will represent the United States in the International Competition in Norway in August.

The competition will consist of spot landings, cross country navigation and flight planning. Persons interested in competing should call Carolyn Pilaar in Greenville at 233-5935. Competitors should have a private license and should have accumulated 100 hours flight time by the time of the national competition in June.

The Greenville competition is sponsored by the Foothills Chapter of the 99's.✈

Breakfast Club

The South Carolina Breakfast Club will meet at the following locations in February, March and April.

Feb. 27 J.E. Locklair Airport, Summerville

Mar. 13 Woodward Field, Camden

Mar. 27 Dillon County Airport, Dillon

April 10 Greenwood County Airport, Greenwood

April 24 Marlboro County Airport, Bennettsville

Balloon seminar set Mar. 12-13

A Balloon safety seminar will be held March 12-13 at Shipyard Plantation on Hilton Head Island.

Sessions on balloon maintenance, in-flight emergency procedures, first aid, weather, landowner relations and commercial pilot responsibilities will be given by experts in the field.

Registration is $25 per person. Special packages which include registration, two nights lodging, two brunches and two dinners are available for $75 each.

For more information or registration forms call Tom Hamilton at (912) 233-4561 or write HAH Balloon Safety Seminar, 24 E. Liberty St. #11, Savannah, GA. 31401. ✈

F-16s Coming

continued from p. 1

times the force of gravity, a feat which Thurmond noted "no other aircraft can do."

The assignment to McEntire of the F-16 is part of the continuing commitment to integrate front-line guard and reserve units to active duty forces.

Maj. Gen. John Conaway, chief of the National Guard Bureau in Washington, said McEntire is one of the "best bases" that the Air National Guard has and that was the reason for the assignment.✈

Human Behavior:
The number 1 cause of accidents

Most aircraft accidents are highly preventable. Many of them have one factor in common: They were precipitated by some human failing rather than mechanical malfunction. Pilots who lived through accidents generally knew what had gone wrong. They were often aware of the hazards at the time they elected the "wrong" course of action, but in the interest of expediency, cost saving, selfgratification, or similar irrelevant factors the wrong course of action was nevertheless selected.

It is a well established fact that our emotional makeup is largely responsible for the accidents we get into. Few of us are mentally ill, but not many of us are prefectly balanced either. The following list was assembled as a result of an international study on accident proneness. (Accident proneness by Shaw and Sichel; published by Pergamon 1971.) If a person fits several of the following, he or she is likely to be accident prone.

THE BAD ACCIDENT RISK

Definitely Abnormal

The mentally defective or psychotic person.
The person who is extremely unintelligent, unobservant, and unadaptable.
The disorganized, disorientated, or badly disturbed person.
The badly integrated or maladjusted person.
The person with a distorted appreciation of life and a distorted sense of values.
The person who is emotionally unstable and extremistic.
The person who lacks control and particularly the person who exhibits uncontrolled aggression.
The person with pronounced anti-social attitudes or criminal tendencies.

FEW PEOPLE BELONG IN THE GROUP ABOVE BUT IF YOU KEEP READING, YOU WILL PROBABLY RECOGNIZE SOMEONE YOU KNOW.

Traits frequently found among people considered quite normal are:

The selfish, self-centered, or id-directed person.
The highly competitive person.
The *over-confident, self-assertive* person.
The irritable and cantankerous person.
The person who harbors grudges, grievances, and resentment.
The blame-avoidant person who is always *ready with excuses.*
The ***intolerant*** and *impatient* person.
The person with marked antagonism to and *resistance against authority.*
The frustrated and discontented person.
The inadequate person with a driving *need to prove their self.*
The extremely anxious, tension-ridden, and panicky person.
The person who is unduly *sensitive to criticism.*
The helpless and inadequate person who is constantly in need of guidance and support.
The chronically indecisive person.
The person who has difficulty in concentrating.
The person who is easily influenced or intimidated.
The *careless* and *frivolous person.*
The people who are very lacking in personal insight and an appreciation of their own limitations.
The people who have the sort of personality pattern that predisposes them to drink or *drugs.*
The person who already gives evidence of addiction to *alcohol* or *drugs.*
The person who has suicidal tendencies or who indulge in suicide fantasies.
The people who exhibit the personality characteristics commonly associated with imaturity, such as: foolhardy impetuosity, irresponsibility, exhibitionism, inability to appreciate the consequences of their actions, hypersensitivity, easily aroused emotionalism, unrealistic goals, and a general *lack of self-discipline,* personal insight, worldly wisdom and common sense.

A LOOK AT THE ITALICIZED WORDS REVEALS MANY KEY CAUSES OF FATAL AIRCRAFT ACCIDENTS.

WHEN A TRAGIC ACCIDENT OCCURS, PEOPLE ANGRILY ASK WHY "SOMEONE" DOESN'T DO SOMETHING ABOUT THE OBVIOUS RISKS CERTAIN PILOTS TAKE.

Well, "Someone" has!

There are some *"do's and don't's"* available to pilots that, by all statistical probabilities, could ensure the prevention of most accidents. On top of this list are the Federal Aviation Regulations and supporting Advisory Circulars. Born of a lot of know-how and practical experience, they are your *checklist for survival.* In addition, there are owner's manuals, the Air-

man's Information Manual, charts, operating limitations, Airworthiness Directives, and many other sources of safe operating procedures published by the Federal Aviation Administration and aircraft manufacturers. All this information serves only safety. Not to follow them is like going against your own doctor's or lawyer's advice.

So why do we still break rules

It is mostly for immediate gratification of some emotional need as the above list of bad risks so clearly points out. It is common knowledge that a lot of things we often indulge in are not good for us (like smoking, speeding, over eating, gambling, etc.). We know this with our intellect but, unfortunately, our lives are too often guided by our emotions and this certainly holds true in aviation. The existing rules would go a long way to remedy this situation but the same personality traits that cause irrational breach of safety also make a person prone to disregard the rules that would ensure a safe operation.

The study also came up with a model of a good accident risk. A look at this list could almost induce one to seek a whole new philosophy of life. According to this study, when you behave as a bad accident risk, you are showing your emotional weaknesses to everyone around you. The "good accident risk" model however portrays an entirely different person.

THE GOOD ACCIDENT RISK

Traits found in people considered to be good accident risks are:

The well balanced person.
The mature person.
The well-controlled person.
The person with a healthy and realistic outlook.
The person with satsifactory interpersonal relations.
The person with kindly and tolerant attitudes toward others.
The person with a well developed social and civic conscience.
The person with an ingrained sense of responsibility.
The people who are essentially moderate individuals, able to exercise adequate control over there impulses and emotions.
The people with positive attitudes who are able to assess a situation as a whole and make decisions, provided they are not too aggressive.
The contented people who are not outstanding, but who are friendly, cheerful, adaptable and accepting — provided they are reasonably intelligent, realistic, and mature.
The people who have weaknesses and limitations, but are realistically aware of them and are careful, cautious, and moderate in their behavior according to their limitations.

The decision is yours

You need not be a genius to be safe. You merely have to be an emotionally stable individual and accept the notion that you are not in possession of all the facts for all situations and be willing to accept the recommendations of those who specialize in evaluating, assessing and administering aviation procedures. One can always argue for different ways of doing things. In a large aviation community such as ours, consensus would be extremely difficult to reach. Our rules and procedures are designed to serve most of the people most of the time. A mature person can accept this gracefully and follow the rules for the benefit of all. The immature, emotionally immoderate person has to satisfy personal needs regardless of the consequences. The student carrying passengers,the non-instrument rated pilot flying into weather conditions, the local pilot buzzing the neighborhood are prime causes of accidents which often kill innocent bystanders.

It is easier to develop flying skills than good judgement. Good judgement may mean not flying when the weather is marginal (even if it is legal), or grounding yourself after taking "over the counter" medication like antihistamines or getting recurrent training after a long layoff. These are some of the decisions pilots must often make. Unfortunately, many pilots fail to make the proper decisions. This is due partly to lack of knowledge and partly to human tendency to rationalize things until they look justifiable to us. In simple terms, when we really want to do something we can generally make ourselves believe it is all right to do it.

We can't make rules for every situation. Some of the decision making is up to you. But you can decide on your personal limitations if you do it at a time when you are not involved in flying. Limitations to consider are fuel reserves, weather, drinking, fatique and others. Write them down. When you have a flight decision to make, re-read them and see whether you have enough character to stick with what you decided when you were conservative and not under emotional pressure to do something foolish.

The most important decision for you to make is to stick with the published rules, procedures and recommendations. They are there for well-proven reasons and can take most hazards out of your flying. If you don't believe that, then you are really kidding yourself.

As a pilot, you hold human lives in your hands. You have a moral responsibility to operate in the safest way. If you are a bad accident risk, society would be better off if you didn't fly at all. ✈

SOUTH CAROLINA
AERONAUTICS COMMISSION
P.O. Drawer 1987
Columbia, South Carolina 29202

Pilot group asks joint effort to reduce false ELT alerts

The Aircraft Owners and Pilots Association (AOPA) has asked its members to reduce the massive search and rescue overload caused by misfunctioning emergency locator beacons. AOPA asked its members to check radio frequency 121.5 MHz prior to shutdown as part of the prevention program.

AOPA President John Baker said the "distinctive signal you hear may be your own, or from a parked aircraft nearby. Either way, pilots can help themselves or each other getting ELTs shut off prior to full-scale effort."

Baker said the false alarm problem has grown into massive proportions now that the Search and Rescue satellite, covering a path 3,000 miles wide on each pass, is proving more successful than expected.

Baker said that more than 90 percent of ELT alerts ultimately turn out to be false alarms.

"Sorting out, locating and shutting down those units not only costs money and time, but it diverts resources from tracking down real alarms," Baker added. ✈

FAA to demonstrate auto weather reporting systems

The FAA this June will begin a year-long demonstration of automated weather sensing and reporting equipment at 21 airports from Florida to Alaska.

The demonstration is part of a major FAA effort to upgrade the quantity of weather services provided to pilots in line with the provisions of the agency's National Airspace System Plan. Once the equipment has been proved in the field, FAA expects to install it at some 700 airports beginning in 1986.

Known as the Automated Weather Observing System (AWOS), the equipment automatically gathers weather data from various locations around an airport and transmits this information directly to pilots. ✈

Boys Home Air Show set June 25, 26

The 16th annual Boys Home of the South Air Show, featuring the U.S. Air Force Thunderbirds, will be held June 25, 26 at the Donaldson Center Industrial Airpark in Greenville.

The former air base was the site of the show in 1981 and 1982 when an estimated 100,000 person's attended. This year's event, according to show director Jim Craig, promises to be one of the best in the state for 1983.

There will be a complete line of static displays including military aircraft, ground displays, home-built aircraft, large gliders, antiques aircraft and warbirds.

Along with the Thunderbirds, two home state performers will thrill the crowd with a spectacular aerobatics display: Bob Russell flying his Chipmunk and Kim Pearson piloting his Pitts special. Also appearing will be Byrd Mapoles in a Decathlon, Tom Boswell in a J-5, Allen Bush in a Pitts and Bob Abernathy in his own custom built aircraft.

Cost of the show is $3 per person. All proceeds go to the Boy's Home of the South. ✈

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.